

Size: 722 acres
Mission: Conducted reserve training
HRS Score: NA
IAG Status: None
Contaminants: Metals, VOCs, SVOCs, fuel hydrocarbons, PCBs, PAHs, and pesticides
Media Affected: Groundwater, surface water, sediment, and soil
Funding to Date: \$19.7 million
Estimated Cost to Completion (Completion Year): \$5.7 million (FY2004)
Final Remedy in Place or Response Complete Date for BRAC Sites: FY2004



Novato, California

Restoration Background

In December 1988, the BRAC Commission recommended closure of about 700 acres at Hamilton Army Airfield (HAAF), as well as relocation of the airfield's mission. There are eight areas at the installation: a former petroleum/oil/lubricant (POL) hill area; a hospital complex; five "Out Parcels" (A-2, A-3, A-4, A-5, and A-6); and the main airfield parcel. Out Parcels A-2, A-3, A-5, and A-6 were transferred to the City of Novato, California, in 1996.

Investigations at the main airfield parcel addressed tidal wetlands, a perimeter drainage ditch, underground storage tanks (USTs), burn pits, aboveground storage tanks, onshore and offshore fuel lines, a former sewage treatment plant, a pump station, an aircraft maintenance and storage facility, the east levee construction debris disposal site, a POL area, and a revetment area. Metals, petroleum hydrocarbons, volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), pesticides, and polychlorinated biphenyls (PCBs) are the main contaminants of concern.

In FY94, the installation formed a BRAC cleanup team (BCT) and a Restoration Advisory Board (RAB). To facilitate cleanup, the BCT conducted a bottom-up review of the installation's restoration program. Since FY94, the BCT has met monthly to discuss environmental restoration efforts, receive briefings on the restoration program, and review documents. The RAB meets monthly to discuss restoration activities and issues related to property reuse.

During FY95, the installation completed a draft Environmental Impact Statement. Additional Remedial Investigation (RI) work continued at five sites. Cleanup actions conducted at the installation included removal of USTs and removal of soil contaminated with petroleum constituents and PCBs.

In FY96, the Army continued RI and Feasibility Study (FS) activities on the main airfield BRAC parcel. Out Parcels A-5 and A-6 were transferred to a local development authority. In addition, the local reuse authority selected a wetlands reuse scenario for the BRAC airfield parcel.

In FY97, the Army removed two USTs. The HAAF BCT, consisting of the Army, the U.S. Army Corps of Engineers (USACE), the BRAC environmental coordinator office, and regulatory agencies, worked to expedite cleanup by using a data-quality-objective approach to site characterization.

FY98 Restoration Progress

The Army accelerated the restoration schedule and revised the restoration plan of action in FY98. The comprehensive RI report was submitted to the regulatory agencies for review. The installation is using Interim Removal Actions to accelerate the restoration schedule. An Interim Removal Action work plan was prepared and fieldwork was initiated for several sites that were identified in the RI report. The risk assessments and the Focused FS (FFS) were delayed so that the results of confirmation sampling data from the Interim Removal Actions could be included. The Army completed the design for the onshore fuel line remedy and removed the fuel line. The offshore fuel line was flushed, sealed, and abandoned in place. The reuse developer's delay in performing the building demolition caused a delay in fieldwork necessary for preparation of the closure reports for Out Parcel A-4. The installation is now preparing the closure reports.

The installation is trying to rekindle interest in the RAB at the BCT. The installation needs public input to meet the accelerated cleanup schedule. The installation also held a partnering session with the regulatory agencies, command headquarters, USACE, and the

restoration contractor. The meeting was used to ease tensions about lines of authority and to refocus efforts toward base closure and transfer. The installation also has been working on a Memorandum of Agreement with the future landowner to identify the actions for which the Army will be responsible.

Plan of Action

- In FY99, complete a fate-and-transport study to justify leaving some remaining onshore fuel line contamination in place
- Complete the Interim Removal Actions for all sites inside of the perimeter levee in FY99
- Complete the risk assessment and FFS in FY99
- Complete closure reports for Parcel A-4, the POL hill, the hospital area, and the offshore fuel line in FY99
- Complete the Interim Removal Actions for sites outside of the perimeter levee early in FY00
- Issue a no further action ROD in early FY00; conduct long-term monitoring (LTM) if required
- Complete BRAC activities in FY00, except for LTM

SITES ACHIEVING RIP OR RC PER FISCAL YEAR

